

TRAPEZOIDAL CABIN CHANCE FOR LIVES

of the accident, said that the work of the officers in charge was excellent.

"Lieut. Burt and Capt. Mabry were at their posts," the Major said. "The ship gave a duck and I saw Lieut. Burt pull with all his might on the elevation lever. He yelled out, 'She won't respond!' and then, 'Cut the motors!' One by one I heard the motors shut off and then we struck. If the motors had not been shut off, we would have hit the ground much harder."

When asked if he had seen any flame, he said that he had not.

Ray Hurley, a civilian and engine expert, was aboard and suffered a slight sprain of one arm and burns about the hand. The trip was Hurley's first flight.

"It was the first time I had ever been up," he said. "And when the Roma started to swing I didn't know anything was wrong. I thought she was acting all right; I didn't know different. It was not until the machine hit the ground that I realized she was wrecked. She was coming along smoothly and she was sailing straight from the Langley field. We were up only a short time when we fell."

One of the mechanics in the crew of the Roma who was rescued soon after the big ship hit said: "Our rudder broke and the planes did not work; so far as I could see there was no fire until we hit the ground."

Col. P. M. Guiney, commandant of the army base, who witnessed the fall of the Roma, bore out this statement. He said he did not see any flames until after the big gas bag had landed on the ground.

As the Roma neared the scene of the disaster it was apparent that she was in trouble, other officers at the base said. The big rudders seemed to be working badly and the crew was desperately throwing off ballast. Their efforts to put the big ship on an even keel, however, succeeded for only a minute or two as the ship again tilted and began plunging toward the earth, narrowly missing the smokestack of the base power plant, but falling to clear the network of high voltage electric wires, which covered the spot where the explosion was heard before the flames began fighting the flames, but it is believed these were caused by gasoline in the fuel tank.

"Too Insane to Think."

Sergeant Peek, an engineer aboard the Roma, said he was standing behind his motor in the port engine boat. "The Liberty was running fine," he declared, "when we suddenly veered up and nosed down. I was too insane to think much of anything."

Joseph N. Bledenbeck, engineer, was burned about the face and hands. He said:

"I didn't see any fire. The ship just tilted up and started to nose dive. When we hit the ground an explosion followed. I was pinned down so that I could not get out. The fabric was above me and the girders were all around. I waited for the fabric to burn through so I could get out. All the time I was afraid that the big gas envelope behind us would explode. As it happened the fire reached the fabric before the big explosion. If it had not I could never have gotten out alive. I saw one man try a jump. I don't know who he was or if he made a safe landing. We hit right after that. We were too low for anyone to make a safe jump."

Rich Bledenbeck and Major Reardon spoke of the gallant way the officers remained at their posts. Until the instant of the crash the officers stuck at the wheels.

One of the survivors said that the Roma often sailed with a little tilt and that he paid little attention to the initial list of the tail of the ship until he heard a man yell that the craft refused to respond to the helm.

BRITISH FEAR BLOW TO AIRSHIP'S FUTURE

Renewed Fight in Commercial Campaign Is Predicted.

Special Cable to THE NEW YORK HERALD. Copyright, 1922, by THE NEW YORK HERALD.

New York Herald Bureau, London, Feb. 21.

Sympathy for the victims of the Roma was expressed in Royal Air Force circles to-day and it was agreed that the disaster was another serious blow to airship science. It is freely predicted that the accident will have its reflection here in further obstruction in the campaign for establishing airship communication with the dominions for commercial purposes.

Very little is known here about the Roma. Officials are interested chiefly in its experiments with helium gas as a buoyant medium.

The disaster is certain to increase the agitation here for the publication of the Air Ministry's report on the R-33, which was completed some time in the last few weeks. It is rumored the report contains some sensational disclosures of inefficiency and a lively controversy is anticipated when the facts are divulged. The strong argument employed by those who urge publication of the report is that it concerns America as well as Great Britain, and must have a great influence upon the science of lighter-than-air craft.

Since the R-33 mishap the airship school of flying has dwindled until now it is almost negligible, with the greater brains lost. And with little faith remaining it will be weakened further. During the recent air conference Major Smith, who piloted the R-34 across the Atlantic, spoke of the Roma as the reason why the British must take action or drop hopelessly behind America in aerial shipping.

AMERICAN IN AIRPLANE FALLEN NEAR VENICE

Called 'Industrial Magnate' Named Henry Taynel.

LONDON, Feb. 21.—A dispatch to the Central News from Rome says a British airplane, flying across Italy, with an American "industrial magnate" whose name is given as "Henry Taynel," has fallen near Venice.

Dispatches from THE NEW YORK HERALD correspondents in Europe have mentioned the flight of "Henry Taynel" but a dispatch published in THE NEW YORK HERALD on Sunday, February 19, said that the day's previous London dispatch and a Lieut. Cobham, a British pilot flying a British plane, had a narrow escape from being sucked into the crater of Vesuvius and that they were on their way to Athens, Constantinople and the Balkans.

COULD NOT STOP TESTS OF PRIGIBLES

Will Refuse to Provide Further Funds, Belief in Washington.

100 LOST IN TRIALS

Not One Airship Has Been Successful After \$20,000,000 Is Spent.

OPPOSITION TO CRAFT

Higher Officers of Army and Navy Convinced Such Ships Are Unsafe.

Special Dispatch to THE NEW YORK HERALD. Copyright, 1922, by THE NEW YORK HERALD.

New York Herald Bureau, Washington, D. C., Feb. 21.

With the death toll of the army dirigible Roma officially fixed at thirty-four to-night and the details of the disaster filtering in through military channels it seemed certain that the tragedy means a definite end of experiments with this type of aircraft by the United States Government.

Congress, still remembering the collapse of the navy dirigible ZR-2 with the loss of forty-nine lives over Hull, England, last August, is so shocked that it probably will refuse to appropriate further funds for airship development.

The toll of life in the experiments so far conducted by the United States is around 100. In addition to the disasters that have befallen the ZR-2 and the Roma there have been airships burned or otherwise demolished, the dead numbering three or four at each accident. Not one of the airships has been successful.

Cost of Experiments.

In a money way the cost has been upward of \$20,000,000, of which \$14,000,000 has been for the development of gas, including helium, which is non-inflammable. Helium had been used in the Roma on her first flights, but later was removed owing to the fact that there was not a sufficient quantity of it in existence for use in the giant airship.

According to the official dispatch the Roma started out on its trip at 1:30 o'clock this afternoon. After gaining an altitude something went wrong with one of the elevators, and the airship got out of control. It plunged downward and there was prospect that there would be a safe landing.

As the airship neared the ground the nose struck a high tension wire, the sparks that were sent out igniting the hydrogen in the giant envelope. Immediately the whole ship was a mass of flames. The bodies of those who were lost were in some instances burned beyond recognition.

Tragedy is the worst ever experienced by the Army Air Service, and the worst that ever occurred in the United States. It is exceeded only in its death toll by the collapse of the navy airship.

Capt. Dale Mabry, U. S. A., was in command of the airship when it left Langley field. His senior officer and the officer who had charge of the airship was put into command last autumn also was aboard. He was Major Thorne. Neither survived the accident.

First Cruise With New Engines.

The cruise was the first that the airship had made since the installation of six new Liberty engines, replacing the Italian engines that originally had been used. The installation of the new engines was ordered because of trouble that had been experienced with the Italian models.

The accident happened near Langley field, but at a point about three miles from Norfolk. The time of the accident was 2:19, less than fifty minutes after the flight had begun. The majority of the officers and men who were killed were in charge or were students of the army balloon school at Langley field.

Of the dead all were killed outright except Lieut. W. E. Riley, whose home address is 325 East Eighty-sixth street, New York city. He was taken out of the wreckage alive, but died in a hospital of the severe injuries he received.

[The address of the home of Lieut. William E. Riley, 325 East Eighty-sixth street, is the home of his mother-in-law and her son, "Doc" Harcher, a well known baseball player. Harcher said last night that his sister, who was Miss Mildred Harcher, is at Aberdeen, Md., and that his mother left for there last night. He added that he knew nothing of Lieut. Riley's family except that they lived in Connecticut and he thought the Lieutenant was a graduate of Yale.]

Lieut. Burt's Escape.

According to the survivors, Lieut. Burt escaped solely because he landed in a depression in the ground and was able to crawl out from under the keel and the burning envelope overhead. He was the only one who was not killed.

Immediately on learning of the accident Major Gen. Mason Patrick, chief of the Army Air Service, with Lieut. L. J. Maitland, Major W. G. Kilner and Capt. St. Clair Street, left Bolling field in two planes for the scene of the accident. Radio trouble was encountered at the Langley field station which tied up and delayed the receipt of the list of names of those lost and rescued.

Belief that construction of large airships by the United States is to be abandoned is based not only on the sentiment of members of Congress, but also among the higher officers of the army and navy, who are confident that they have been demonstrated to be impracticable and unsafe. There always has been a combat in thought on the subject.

FOUND ANYTHING?

If so, see if it is advertised in the Lost and Found columns of today's New York Herald. See page opposite editorial.—Ad.

STORIES OF SUFFERING IN CABIN REVEALED BY EYE WITNESSES

First Rescuers Found Survivors With Clothes in Flames

Crawling on Ground, Seeking Pools of Water—Parachute Failed—Lieutenant Who Leaped—Ship Buckled, Says One Who Escaped.

Special Dispatch to THE NEW YORK HERALD.

NORFOLK, Va., Feb. 21.—When the Roma plowed through the network of electric light wires bordering the main thoroughfare of the army base ground there was an explosion, followed by a sheet of flame that enveloped the entire structure. The craft keeled over sideways and crashed to the ground.

Practically all the crew and passengers were in the passenger cabin amidships when the explosion occurred, and before there was any time for coherent action the framework of the machine had caved in on top of them. A few men crawled out from under the burning debris, thus escaping cremation. Two or three are said to have leaped from the craft when disaster became inevitable.

Lieut. W. E. Reiley, a member of the official crew, jumped from a window of the cabin when the explosion occurred. His parachute failed to work properly, and he struck the street pavement on his head. His neck was broken, and he died before reaching the hospital. Another member of the crew leaped to safety, escaping with minor injuries.

Graham Dalton and Norman Cliborne, young men employed in a warehouse near the scene of the wreck, give a graphic narration of the disaster.

"We were standing just outside warehouse No. 3," young Dalton said, in describing the occurrence, "when we saw the Roma coming from over Ocean View way. She appeared to be in trouble, and one of us mentioned the fact."

"The box-like contraption on the side—I think they call it the elevator and rudder—had dropped to an angle of about forty-five degrees, and it looked as if she was about to turn over. She was up several hundred feet then and it looked as if they suddenly shut off the engines. The machine started drifting, sort of slowly, toward the ground. It struck against the electric light wires and there was an explosion."

"It all happened in a second. I remember seeing one man leap. His parachute didn't work, and he hit the pavement and lay still. When the explosion occurred the whole thing seemed to buckle up and in a second everything was afire."

"One man," Dalton continued, "jumped and when he hit the ground his clothing was all afire. C. M. Phillips and other fellows working in the yard rushed out and tore all the clothing off him, but he was burned almost to death."

"I saw another fellow," Dalton said, "crawl out from under the wreckage. His clothes were afire. He crawled on his hands and knees as far as a puddle of water. He fell over into the water and turned over and over, trying to put out the fire. When we reached him he was covered all over with mud. One of the boys started to rub the mud from his eyes with a handkerchief and the skin peeled off with the mud."

Lieut. Burt returned to Langley field this afternoon. He says the blimp developed engine trouble while over Hampton Roads.

"We headed her shoreward in an attempt to reach the links of the Norfolk Country Club. It was too late to turn back to sea."

"As we were passing over the army base the ship seemed to buckle. There was a rip and a roar. She plunged into the water and sank. I saw flames burst forth in several places. I think one end of the blimp reached the earth. There was a deafening explosion. That's all I remember."

HIGH AIR OFFICIALS SILENT; WAIT WORD OF SURVIVORS

WASHINGTON, Feb. 21.—The disaster to-day at the Hampton Roads army base to the army's Italian built airship Roma, largest craft of her type in the world, cast gloom over the War and Navy departments as the long list of officers and men who were burned to death in the ship came in. Full official reports, however, Secretary Weeks and Air Service officials had no comment to make. Immediately on receipt of the news Major Gen. Patrick, chief of the service, left for the scene by airplane.

Unofficial reports indicated that failure of rudder controls had caused the Roma to become unmanageable in plan having been made by the Navy Department. The policy of the department in planning the ship is understood to have been to attempt no improvement until the tried and proven practice of the German airship had been duplicated successfully and then to advance in speed and size by ever succeeding design on safety and sound structural developments.

The Zepplin to be procured in Germany also will be of the proved type and the business of airship building in the United States is understood to have been to attempt no improvement until the tried and proven practice of the German airship had been duplicated successfully and then to advance in speed and size by ever succeeding design on safety and sound structural developments.

The Zepplin to be procured in Germany also will be of the proved type and the business of airship building in the United States is understood to have been to attempt no improvement until the tried and proven practice of the German airship had been duplicated successfully and then to advance in speed and size by ever succeeding design on safety and sound structural developments.

With several officers of the ship and some of her skilled mechanics among the survivors, it was hoped that full information would be available. When the ship came to rest, the British built airship ZR-2 came to a tragic end through explosion in the air during a trial trip in England, evidence of the cause of the crash had to be sought in the wreckage, for there was no provision to tell what happened. In that case, it has since been ascertained, the buckling of a portion of the framework resulted in destruction of the ship by explosion in air.

Navy officials laid emphasis in telling the story of the disaster on the fact that the ship had been possible to develop a sufficient supply of helium to make it non-inflammable, gas, first provided for the purpose of filling the ship, to day's accident almost certainly would have been far less terrible. There would have been no fire after the crash, at least, it was said, and it was the terrible heat of the blazing hydrogen which apparently brought death to more than thirty men. But so far only sufficient helium has been produced to inflate the trial blimp C-7. A more plentiful supply of the gas is needed for the trial flight carried by the new gas during the first days of the recent army conference, journeying from Hampton Roads to Washington and back.

During the Roma's trip in December from Langley field to Washington to be christened and formally commissioned in the army air fleet she developed trouble with her original Italian motors, but otherwise functioned perfectly.

The ship fought an increasing head wind all the way and reached Bolling field with the wind in her six motors running. She had so little power as she approached the landing place, where she was to land, that she was unable to clear the landing place and she crashed.

Because of the motor trouble the scheduled initial flight of the Roma over Washington with Secretaries Weeks and Denby and the Italian Ambassador in her cabins, as well as Senators and members of the House was postponed. The ship went back to Langley, running before the wind and barely reaching her hangar before a coast gale broke. She remained in the coast for many weeks to have her motors replaced by Liberty engines, of greater power and more certainty of performance. The flight which proved her last was one of those made to test her new propelling plant, and it had been expected she would show greatly improved speed and maneuver ability.

Destruction of the Roma leaves both the army and navy without airships larger than the navy blimps. There is not now in the United States a rigid or

ROMA SERVED UP BY AIRSHIP

Once Made Passenger Trips Between the Capital and Paris.

OTHER AIR DISASTERS

Destruction of the ZR-2 and Other Lighter Than Air Craft Is Recalled.

The greatest disaster in aviation history was the fall of the ZR-2 over Hull, England, on August 21 last, on her final test trip before being accepted by the United States Government for delivery in this country.

Sixteen of the American officers and crew who were being groomed for the transatlantic flight. Some similarity is seen between the fall of ZR-2 and the disaster, Norfolk, inasmuch as both machines seemed to have buckled first, as though having succumbed to structural weakness and then having caught fire during descent or after landing.

A thorough investigation of the cause of the British disaster was immediately started by the British Air Ministry, but the report has never been made public, although it is expected to appear yesterday stated that "sensational disclosures" were about to be made. At the air conference in London on February 7 it was stated that the cause of the disaster was a failure of the semi-rigid design, and in the light of what the British experts know now about this character of construction the failure of the ZR-2 could have been foretold.

Was of Semi-Rigid Design.

The Roma differed from the ZR-2 in that it was of semi-rigid design and was a large dirigible, but it was of the same type as the product of Italian workmanship and design and was regarded as having been the last word in that type of airship. The Italians have specialized in the semi-rigid dirigible field had gone far ahead of practical design, and in the light of what the British experts know now about this character of construction the failure of the ZR-2 could have been foretold.

The Roma differed from the ZR-2 in that it was of semi-rigid design and was a large dirigible, but it was of the same type as the product of Italian workmanship and design and was regarded as having been the last word in that type of airship. The Italians have specialized in the semi-rigid dirigible field had gone far ahead of practical design, and in the light of what the British experts know now about this character of construction the failure of the ZR-2 could have been foretold.

They were used with great success in bombing operations along the Italian front and over the Alps. The purchase of the Roma by the United States Government was looked upon as a military experiment to see if dirigibles of this construction could be adapted to use in this country. Some aeronautical experts have said that the large proportion of accidents that have attended the lighter than air machines in this country prove that the static conditions are such as to prevent success in this field, and that the German airship, which that if the ships are properly "bonded"—that is if care is taken to see that electrical currents are reduced to the same point as the risk of accident would be lessened.

It has been pointed out also that this type has been successfully flown in Italy for many years with comparatively slight modifications. The Germans have become thoroughly familiar with the defects as well as the virtues of the craft, while to American flying men it is more or less in the experimental stage. In Italy, where there is less likelihood of encountering high winds and static conditions are much less violent.

Served Italy Several Years.

The Roma was 410 feet long, with a capacity of 1,193,000 cubic feet of hydrogen gas, while the ZR-2 was 760 feet long and had a capacity of 2,750,000 cubic feet. It was loaded with 100,000 gallons of fuel, and carried other supplies. She had only recently been equipped with Liberty motors after the Italian engines failed to give satisfactory service. The ship was constructed at Clampino, Italy, under direction of the Engineer Pransone, and Col. Cracore, two of the foremost balloon pilots in Italy. She had been in service in Italy for several years, and had made many successful trips with passengers and at one time was engaged in a reconnaissance service between Rome and Paris.

After assembly here, however, it became evident that air conditions were very different from those on the Continent and that the ship was not built for the new craft almost from the outset. On December 21 the ship was flown to Bolling field at Washington and there was a resident of the city. He was a son of R. H. Hine of Boston, a brother, R. Paul Hine, is secretary of the Berkshire Fertilizer Company of this city.

Lieut. Hine was graduated from Bowdoin College in 1911 and was associated with his brother in business here until he enlisted in the air service in the war. He was commissioned a Second Lieutenant at Anacapa, field, Los Angeles, and was made a pilot in the army balloon service at Brooks field, San Antonio. He had been stationed at Langley field since January 15.

BOWDOIN GRADUATE LISTED AS MISSING

Lieut. Hine Was a Resident of Bridgeport.

BRIDGEPORT, Conn., Feb. 21.—First Lieut. Harold Hine, listed as missing in the wreck of the airship Roma, was a resident of this city. He was a son of R. H. Hine of Boston, a brother, R. Paul Hine, is secretary of the Berkshire Fertilizer Company of this city.

Lieut. Hine was graduated from Bowdoin College in 1911 and was associated with his brother in business here until he enlisted in the air service in the war. He was commissioned a Second Lieutenant at Anacapa, field, Los Angeles, and was made a pilot in the army balloon service at Brooks field, San Antonio. He had been stationed at Langley field since January 15.

WOMEN'S COMMITTEE'S \$25,000 REJECTED AGAIN

G. O. P. Minority in Aldermen Blocks Tammany Plan.

For the second time the Republican minority in the Board of Aldermen yesterday blocked an attempt of the Tammany majority to put through an appropriation of \$25,000 in special bonds for the Mayor's Committee of Women, of which Mrs. William Randolph Hearst is chairman. For two years after the war the committee got such an amount each year to do reconstruction work.

Alderman J. W. Friedman, leader of the minority, said if any money was to be used for such purposes it should be handled by the Department of Public Welfare. Then there could be a proper accounting. Only fifty affirmative votes were cast for the appropriation, whereas fifty-nine were necessary for passage.

Jeremiah H. O'Leary of 227 East Fifty-seventh street, Democrat, was elected a member of the Board of Aldermen, succeeding Thomas H. Farley, who resigned at the beginning of the year to accept a position of Deputy County Clerk.

COBB MENDS SLOWLY.

Not Out of Danger, Says His Physician.

Special Dispatch to THE NEW YORK HERALD. Copyright, 1922, by THE NEW YORK HERALD.

Goes to France by Ship, but Expects to Fly Back

Once Made Passenger Trips Between the Capital and Paris.

OTHER AIR DISASTERS

Destruction of the ZR-2 and Other Lighter Than Air Craft Is Recalled.

The greatest disaster in aviation history was the fall of the ZR-2 over Hull, England, on August 21 last, on her final test trip before being accepted by the United States Government for delivery in this country.

Sixteen of the American officers and crew who were being groomed for the transatlantic flight. Some similarity is seen between the fall of ZR-2 and the disaster, Norfolk, inasmuch as both machines seemed to have buckled first, as though having succumbed to structural weakness and then having caught fire during descent or after landing.

A thorough investigation of the cause of the British disaster was immediately started by the British Air Ministry, but the report has never been made public, although it is expected to appear yesterday stated that "sensational disclosures" were about to be made. At the air conference in London on February 7 it was stated that the cause of the disaster was a failure of the semi-rigid design, and in the light of what the British experts know now about this character of construction the failure of the ZR-2 could have been foretold.

Was of Semi-Rigid Design.

The Roma differed from the ZR-2 in that it was of semi-rigid design and was a large dirigible, but it was of the same type as the product of Italian workmanship and design and was regarded as having been the last word in that type of airship. The Italians have specialized in the semi-rigid dirigible field had gone far ahead of practical design, and in the light of what the British experts know now about this character of construction the failure of the ZR-2 could have been foretold.

They were used with great success in bombing operations along the Italian front and over the Alps. The purchase of the Roma by the United States Government was looked upon as a military experiment to see if dirigibles of this construction could be adapted to use in this country. Some aeronautical experts have said that the large proportion of accidents that have attended the lighter than air machines in this country prove that the static conditions are such as to prevent success in this field, and that the German airship, which that if the ships are properly "bonded"—that is if care is taken to see that electrical currents are reduced to the same point as the risk of accident would be lessened.

It has been pointed out also that this type has been successfully flown in Italy for many years with comparatively slight modifications. The Germans have become thoroughly familiar with the defects as well as the virtues of the craft, while to American flying men it is more or less in the experimental stage. In Italy, where there is less likelihood of encountering high winds and static conditions are much less violent.

Served Italy Several Years.

The Roma was 410 feet long, with a capacity of 1,193,000 cubic feet of hydrogen gas, while the ZR-2 was 760 feet long and had a capacity of 2,750,000 cubic feet. It was loaded with 100,000 gallons of fuel, and carried other supplies. She had only recently been equipped with Liberty motors after the Italian engines failed to give satisfactory service. The ship was constructed at Clampino, Italy, under direction of the Engineer Pransone, and Col. Cracore, two of the foremost balloon pilots in Italy. She had been in service in Italy for several years, and had made many successful trips with passengers and at one time was engaged in a reconnaissance service between Rome and Paris.

After assembly here, however, it became evident that air conditions were very different from those on the Continent and that the ship was not built for the new craft almost from the outset. On December 21 the ship was flown to Bolling field at Washington and there was a resident of the city. He was a son of R. H. Hine of Boston, a brother, R. Paul Hine, is secretary of the Berkshire Fertilizer Company of this city.

Lieut. Hine was graduated from Bowdoin College in 1911 and was associated with his brother in business here until he enlisted in the air service in the war. He was commissioned a Second Lieutenant at Anacapa, field, Los Angeles, and was made a pilot in the army balloon service at Brooks field, San Antonio. He had been stationed at Langley field since January 15.

BOWDOIN GRADUATE LISTED AS MISSING

Lieut. Hine Was a Resident of Bridgeport.

BRIDGEPORT, Conn., Feb. 21.—First Lieut. Harold Hine, listed as missing in the wreck of the airship Roma, was a resident of this city. He was a son of R. H. Hine of Boston, a brother, R. Paul Hine, is secretary of the Berkshire Fertilizer Company of this city.

Lieut. Hine was graduated from Bowdoin College in 1911 and was associated with his brother in business here until he enlisted in the air service in the war. He was commissioned a Second Lieutenant at Anacapa, field, Los Angeles, and was made a pilot in the army balloon service at Brooks field, San Antonio. He had been stationed at Langley field since January 15.

WOMEN'S COMMITTEE'S \$25,000 REJECTED AGAIN

G. O. P. Minority in Aldermen Blocks Tammany Plan.

For the second time the Republican minority in the Board of Aldermen yesterday blocked an attempt of the Tammany majority to put through an appropriation of \$25,000 in special bonds for the Mayor's Committee of Women, of which Mrs. William Randolph Hearst is chairman. For two years after the war the committee got such an amount each year to do reconstruction work.

Alderman J. W. Friedman, leader of the minority, said if any money was to be used for such purposes it should be handled by the Department of Public Welfare. Then there could be a proper accounting. Only fifty affirmative votes were cast for the appropriation, whereas fifty-nine were necessary for passage.

Jeremiah H. O'Leary of 227 East Fifty-seventh street, Democrat, was elected a member of the Board of Aldermen, succeeding Thomas H. Farley, who resigned at the beginning of the year to accept a position of Deputy County Clerk.

COBB MENDS SLOWLY.

Not Out of Danger, Says His Physician.

Special Dispatch to THE NEW YORK HERALD. Copyright, 1922, by THE NEW YORK HERALD.

MASSIVE BENCH SPLIT OVER REBBS TO JURIES

Chance to Create New Character in Movies.

OTHER AIR DISASTERS

Destruction of the ZR-2 and Other Lighter Than Air Craft Is Recalled.

The greatest disaster in aviation history was the fall of the ZR-2 over Hull, England, on August 21 last, on her final test trip before being accepted by the United States Government for delivery in this country.

Sixteen of the American officers and crew who were being groomed for the transatlantic flight. Some similarity is seen between the fall of ZR-2 and the disaster, Norfolk, inasmuch as both machines seemed to have buckled first, as though having succumbed to structural weakness and then having caught fire during descent or after landing.

A thorough investigation of the cause of the British disaster was immediately started by the British Air Ministry, but the report has never been made public, although it is expected to appear yesterday stated that "sensational disclosures" were about to be made. At the air conference in London on February 7 it was stated that the cause of the disaster was a failure of the semi-rigid design, and in the light of what the British experts know now about this character of construction the failure of the ZR-2 could have been foretold.

Was of Semi-Rigid Design.

The Roma differed from the ZR-2 in that it was of semi-rigid design and was a large dirigible, but it was of the same type as the product of Italian workmanship and design and was regarded as having been the last word in that type of airship. The Italians have specialized in the semi-rigid dirigible field had gone far ahead of practical design, and in the light of what the British experts know now about this character of construction the failure of the ZR-2 could have been foretold.

They were used with great success in bombing operations along the Italian front and over the Alps. The purchase of the Roma by the United States Government was looked upon as a military experiment to see if dirigibles of this construction could be adapted to use in this country. Some aeronautical experts have said that the large proportion of accidents that have attended the lighter than air machines in this country prove that the static conditions are such as to prevent success in this field, and that the German air